

**Vessels****Foreign Vessels**

Continue to conduct local risk analysis and evaluation to correlate any relation between foreign flagged vessels and their corresponding boarding priority from the national targeting matrix and vessel casualty data.

Work closely with Immigration and Naturalization Service and the U.S. Customs Service and evaluate our local screening processes to optimize resource usage and conduct inter-organizational training.

Future Prevention Strategies

**Passenger Vessel Safety**

Continue the Small Passenger Vessel Risk Assessment.

Develop a measure that compares frequency of casualty with number of passengers carried to develop a relative risk factor between passenger vessel operators.

Develop Radar Observer Endorsement Program to address the need for operators of high speed, high capacity passenger vessels to obtain and maintain an appropriate radar observer qualification.

Continue to closely monitor the operation of DUKW vessels in this zone.

Washington State Ferries

The current Crew Endurance Study will continue to provide feedback on the WSF watch system and to facilitate better endurance management.

MSO personnel continue to work with WSF on the long term project of implementing the lifesaving regulations in Title 46, Code of Federal Regulations, Subchapter W.

A Go/No-go Manual (to be jointly developed with WSF) will provide guidance on what circumstances should prompt a ferry's removal from service. This effort will capture extensive corporate knowledge of long-time inspectors and engineers.

Continue to measure, monitor and evaluate the programs this branch is responsible for to ensure our resources are appropriately focused. The MSO will continue to develop appropriate measures and risk mitigation plans based on risks identified.

Crew Endurance Evaluations

Expand on the effort undertaken with WSF to other operators within the port.

In conjunction with the USCG Research and Development Center and USCG Headquarters (G-MSE-1), the MSO is developing a Crew Endurance Assessment Tool that can be used to evaluate watch

schedules within any maritime industry sector. This is the initial stage in a plan to identify individual vessel needs on the vessels' Certificate of Inspection as a means of ensuring adequate crew endurance.

### **Tank Vessels**

Due to the single-hull phase-out requirements of the Oil Pollution Act of 1990, many of these TAPS vessels are reaching the end of their service lives. Coincidentally, The Coast Guard has witnessed recently some fracturing casualties that could indicate that closer inspection might be warranted. Enhanced inspection schedules for these vessels are being explored for these vessels.

Correlate the frequency of casualties with amount of oil carried to develop a relative risk factor for tank vessels.

Continue coordination with the American Bureau of Shipping to optimize inspection efforts and focus of both organizations on Alternative Compliance Program (ACP) vessels.

### **Leverage technology to optimize communication of information**

Better use of the Internet will be explored to actively "push" marine safety related information to industry, other regulatory agencies, and the general public. Electronic newsletters, open forums, and easy access to helpful marine safety information are envisioned. The Internet will be the primary means through which the Coast Guard communicates marine safety related information, news and lessons learned to the public.

### **Fishing Vessels**

Assist in the development and implementation of a Thirteenth District Business Plan pertaining to Fishing Vessel Safety.

Development and implementation of a useful database to track important information related to Fishing Vessel Safety not captured in MISLE.

### **Vessel Security**

Currently, Proposed Guidelines for Ferry Security in Puget Sound are being developed through review of current security plans of operators, benchmarking with other ports around the country, existing IMO circulars, and draft precursors to applicable regulations and consideration of completed vulnerability assessment.

On April 12, 2002, a Maritime Safety Committee (MSC) working group on Maritime Security submitted a proposal to IMO to include in SOLAS requirements for ship security plans for passenger vessels and ships over 500 gross tons engaged on international voyages. If approved by the IMO this proposal would apply to international ferry operations in Puget Sound. MSO Puget Sound will continue to align its actions with the actions of headquarters level guidance, regulations, and action plans, such as, the Border Security Strategic Plan, and for this program, Item #10- Ferry Security of the Smart Border Action Plan, both developed jointly between INS, Customs, and U.S. Coast Guard and submitted to the Office of Homeland Security.

Continue the aggressive outreach to vessel operators to ensure security plans in place are adequate and being followed by each operator, ensure a well-developed response network for a terrorist incident on a passenger vessel in Puget Sound is in place, and awareness is at the highest level. This will include a continued systematic approach to addressing the risks as prioritized in the completed vulnerability assessment. Awareness may be best raised by further development of the Coastwatch program, to

include operators, masters, crews, terminal managers and terminal personnel, on passenger vessels in Puget Sound.

MSO Puget Sound will continue to provide a Coast Guard presence at the terminals and on the vessels of ferry and small passenger vessel operations in Puget Sound, but this will be at a decreased level until once the activated reserve team dedicated to Harbor Patrols is deactivated.

## **Casualties**

### **Investigations**

Although safety recommendations are made regularly, a more aggressive and expanded approach to providing relevant safety information to the Coast Guard and industry must be fully implemented sought in order to provide near real time feedback to all involved parties and mitigate any further risk before another incident occurs. Investigation reports, conclusions, and recommendations should be posted and distributed by the most appropriate means and within a timely period following the closure of the case.

Improve lessons learned capture and distribution.

### **Oil Spills**

Implement the protocols developed under the recent Thirteenth Coast Guard District/ Washington State Memorandum of Agreement (MOA). This includes development of procedures for Washington State Department of Ecology (WA DOE) to conduct facility inspections; development of a standard Pollution Removal Funding Authorization to allow WA DOE to monitor abandoned and derelict vessel responses; and WA DOE response to spills from non-commercial and/or non-maritime sources. (Current and projected state budget realities make this implementation a challenge)

Target mobile facility transfer operations for examination and transfer monitoring.

Conduct more vessel boardings and transfer monitors, particularly of uninspected vessels.

Distribute more lessons learned; offer more training opportunities to industry groups.

Support and encourage Geographic Response Plan updates and conversion of the NWACP to a web/GIS based document

Respond most aggressively to larger spills *and* spills from commercial sources where there is a high potential threat, and/or high expectations for pollution prevention (i.e. inspected vessels, foreign flag etc).

Develop relationships with state and local officials so that we can rely on them to respond to smaller incidents with confidence.

Continue to visit and train with local contractors and Oil Spill Response Organizations to improve responder expertise.

Provide leadership, and ensure adequate participation in NWAC/RRT activities.

Ensure facilities incorporate lessons learned from drills and actual events into their Facility Response Plans.

Distribute more lessons learned; offer more training opportunities to industry groups. Conduct increased outreach, with both “lessons learned/good practices” and preparedness issues. Provide HAZWOPER and response training to fire departments, marinas, Auxiliary groups, etc

### **Salvage**

Continue to incorporate salvage aspects into annual local port oil spill exercises.

Continue development of a MSO Puget Sound Casualty Extended Response Team.

Obtain computer hull models for frequent callers in the port (perhaps our fleet of responsibility). These models are used during salvage analysis and having them on file would save critical time and effort by responders to evaluate seriousness of damage. The models have been developed for all WSF Vessels and will be shared with the Coast Guard.

Continue involvement with the Marine Fire Fighting Consortium to improve coordination and response to marine fires.

## **Waterways**

Improve analysis of regulatory compliance, accident rate, and significance of MTS impact associated with activities that have the potential for MTS traffic interruption.

Continue the development and implementation of the Harbor Safety Plan, and Standards of Care.

## **VTs**

### **Integration of Canadian Data and Picture**

To most effectively manage the waters of Puget Sound (in all mission areas) requires being able to see those areas one is managing. The CVTS agreement outlines which geographic areas will be monitored by which traffic center for the traffic safety mission. However, there are many other mission areas (marine safety, port state control, homeland security, law enforcement, etc.) that are involved in the management of the waterway. Organizations such as Transport Canada, the Canadian Dept of Defense, the Office of Naval Intelligence, and the Marine Safety Office all need the picture and data from the various traffic centers in the area. Having the picture and data integrated would allow for smoother handoffs.

### **Drift Analysis**

Using the State Legislature’s Captain of the Port tug fund, a process is in place to analyze heavy weather situations to determine if standby tugs are needed in anchorages. Without solid drift analysis for different types of vessels, it is difficult to predict how long a vessel can reasonably remain adrift under various wind/current scenarios with loss of power and/or steering. This data would allow a watch-stander to compare the calculated arrival time of tugs stationed in the closest ports with the worse case scenario of that day’s planned traffic to decide if a standby tug is in order.

Facilitate whale-watching vessel radar reflector analysis. Whale-watching vessels come in all sizes, but generally, they are small vessels and a greater number of them are low profiled and open to the weather. With improved navigational equipment, the vessels can more easily operate in reduced visibility. To ensure that larger vessels see them, many of the whale-watching vessel masters have outfitted their vessels with higher quality radar reflectors. The BC Coast Pilots have agreed to provide comment to the Whale-Watching Association on the radar reflector's performance as viewed from the deep draft vessel radar when a pilot is transiting Haro Strait.

#### **Pilot/Coast Guard Expectations**

The relationship between the pilot aboard a deep draft vessel and the U. S. Coast Guard plays an important role in risk management. As agents of the public, the pilot is a highly trained professional with physical presence on scene, able to give key input into risk mitigation measures being considered by the Coast Guard. As such, a working document that outlines the expectations of the COTP, VTS and the Pilots would greatly assist in establishing written procedures.

#### **Turn Point Standard of Care Measurement**

The Standard of Care at Turn Point has proven to be an outstanding example of cooperation between government and waterway interests. Continued measurement and oversight of the standard of care will solidify the standard and keep communications open between all interested parties. Open communications can lead to improvements in other areas and aspects of waterway management.

### **Personnel**

#### **Drug and Alcohol Program Inspection**

Increase personnel hours committed to Drug and Alcohol Program Audits to increase compliance rate of marine employers.

#### **Licensing**

Much work remains to be done in the implementation of STCW. Direction for implementation is generally passed down to the RECs though regulation changes, Navigation and Vessel Inspection Circulars and National Maritime Center policy letters.

#### **Personnel Investigations**

Continue aggressive investigation of mariners testing positive for illegal drug use. Seek settlement agreements with those mariners that require rehabilitation prior to returning to work aboard vessels.

Continue to seek innovative remedial actions for mariners accused of poor professional conduct.

### **Planning**

Ensure that all current plans and procedures are kept up to date.

Develop plans to meet and sustain the Homeland Security Missions as they are defined.

## **Cargo**

Improve targeting and relationships with other agencies, labor, and industry, to facilitate more efficient inspections at the pier.